

G-CKZD EuroFOX (560 kg) CHECK LIST

PRE BOARDING CHECKS

1. Appropriate aircraft, inspection/checks completed. - ***Tow-bar and all covers removed!!!***
2. IM SAFE checks completed.
3. NOTAMs & weather checked.
4. Weight & Balance checked.
5. Performance calculations checked.
6. Flight planning completed.
7. Up to date charts available and tracks marked as appropriate.
8. Check lists and logging sheets available.
9. Location and direction safe for start up and taxi.
10. Screen and windows clean.
11. Sufficient fuel for planned flight.
12. Fuel taps OPEN.
13. All switches in OFF position.
14. Flaps retracted.
15. Keys accessible – NOT in master switch.
16. Passenger briefed.

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PRE START UP CHECKS

1. Brakes – ON.
2. Area / direction – CLEAR & SAFE.
3. Harnesses and doors – SECURE.
4. Loose Items – STOWED.
5. Headsets – ON.
6. Carburettor heat – SET. (ON or OFF to suit conditions)
7. Heater – SET (as required)
8. Oil flap – SET (CLOSED for rapid warm up)
9. Throttle – FULLY CLOSED (friction set)
10. Flaps – NEUTRAL.
11. Trim – Full SLOW.
12. Wing tanks – Both ON.
13. Main fuel tap – ON.
14. Magnetos – OFF.
15. Master switch – OFF.
16. All power switches – OFF.

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ENGINE START

1. Master switch – ON.
2. Ensure altimeter initialises correctly – (adjust to zero/check movement.)
3. Hobbs reading – RECORD.
4. Low Fuel Warning Lamp – TEST.
5. Boost pump – ON (check pressure rises then OFF when stable)
6. Throttle and choke – AS REQUIRED.
7. Radio, Transponder and Gyro displays – OFF.
8. Strokes – ON.
9. Area – ALL CLEAR.
10. Stick – FULLY BACK!
11. Magnetos – ON.
12. **Shout** “CLEAR PROP” - pause 2 to 3 seconds.
13. Engine – START – monitor oil pressure & set 2000 rpm when soft start period ends.
14. Choke – OFF (if used) control RPM during removal.
15. Power switches – Switch ON the following:
 - Radio,
 - Transponder,
 - Gyro,
 - GPS supply – if required.
16. Landing lights and boost pump – CHECK OFF
17. Radio – ON Check / Set: Active & Standby frequencies and Vol setting (15).
18. Transponder – ON Check / Set: mode “STANDBY” & ACTIVE squawk to 7000.
19. Radio – CALL & RECORD Runway and pressure setting.
20. Set QNH and runway heading on Gyro and QFE or QNH as appropriate on Altimeter.
21. Log brakes off time.

TAXI TO RUN UP AREA.

1. Speed – Appropriate for conditions and surroundings, MAX 8kts (Brisk walking pace).
2. Controls – DEFENSIVE POSITIONS.
3. Check – BRAKES, STEERING, SLIP BALL, COMPASS.

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PRE FLIGHT (VITAL ACTIONS)

1. Park – IN TO WIND.
2. Brakes – ON.
3. Throttle – 2000 RPM
4. Controls – CHECK (full & free, correct sense, including flaps)
5. Harnesses and doors – CHECK.
6. Loose items – STOWED.
7. Flight instruments – CHECK.
8. Engine Instruments – CHECK.
9. Magnetos – CHECK (3800 to 4000 RPM)
10. Minimum Idle – CHECK (smooth running, max 1600 RPM then return to 2000 RPM)
11. Fuel contents – CHECK (contents and tank selection as required)
12. Main fuel tap – CHECK ON.
13. Boost pump – ON (monitor pressure during switch on)
14. Flaps – SET.
15. Trim – SET
16. Transponder – ACS 7000
17. Landing Lights – ON.
18. Oil flap – SET (open to suit ambient temperature)
19. BRS – REMOVE safety pin
20. Taxi to hold point.

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PRE TAKE OFF FINAL CHECKS AT HOLD POINT AND TAKE OFF ROLL

1. Check – Fuel, Flap, Trim, Transponder, Oil flap (Part Open) Landing Lights, Ts & Ps.
2. Check – BRS armed.
3. Check – all clear for take off.
4. Log take-off time.
5. Select Heading screen
6. Call “Lining up runway xx” pause.
7. Double check final approach.
8. Line up.
9. Assess wind.
10. Select abort point,
11. Check brakes OFF.
12. Check – Full power during take off roll (min 5000 RPM)
13. Check – ASI alive.
14. Control nose attitude.

AFTER LIFT OFF

1. Monitor and control air speed before and during climb.
 - MINIMUM 55kts BEFORE climb.
 - 55 kts in climb for best AOC (V_x)
Note: Unless maximum performance is required for obstruction clearance it is far safer to climb out at 65 knots rather than V_x .
2. Flaps – NEUTRAL at 200 feet, then climb out at 65 kts for best ROC (V_y)
Note: Unless maximum performance is required climb out at 75 – 80 knots rather than V_y .
3. Engine temperatures and pressures – CHECK within limits, regulate with oil flap as required.
4. Boost pump OFF above 2000 feet AGL (observe fuel pressure, especially if using a high power setting, be prepared to turn back on)

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ON ROUTE: – FRED A – CHECKS

- **F**uel – Used, remaining, endurance.
- **R**adio – Active and standby frequencies set as required.
- **E**ngine – Temperatures and pressures healthy, regulate oil temperature with oil flap.
- **D**irection – Compass heading, or ground track from HORIS as appropriate.
- **A**ltimeter – Correct pressure set, maintaining planned altitude.

AIRFIELD APPROACH

1. Fuel – CHECK contents sufficient and tank(s) selected.
2. Radio – SET to airfield frequency.
3. Call for airfield information.
4. Altimeter – SET to airfield QFE.
5. DI – SET to runway heading.

OVERHEAD JOIN

1. Boost pump ON before descending below 2,000’.
2. Fuel sufficient and tank selected.
3. Carburettor heat – To suit conditions.
4. Oil flap – To suit conditions.
5. Call “Dead-side, descending for runway xx”
6. Look out for, give way to and integrate with circuit traffic.
7. Call “Joining x-wind for runway xx”

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DOWNWIND

1. Make downwind call, abeam upwind threshold.
2. **LOOK-OUT!** Monitor activity in circuit/runway – Visual and radio traffic.
3. Down-wind checks: - **BFFICAWS** -
 - **B**reaks, firm and OFF.
 - **F**uel, Sufficient for a go around, boost pump on, pressure healthy.
 - **F**laps, check and consider.
 - **I**nstruments, Flight and engine, Ts & Ps healthy.
 - **C**arburettor heat, CHECK set as required for conditions.
 - **A**irspace. Check and adjust for traffic.
 - **W**ind. Check and consider.
 - **S**ecurityHarness & Hatches, secure.
4. Use drift, windsock and other indicators to estimate relative wind speed and direction and determine type of approach to be used.
5. 3800 – 4500 RPM – clean – (around 70 – 90kts) dependent on circuit traffic, trim.
Maintain height and slow to 65 – 75 kts abeam downwind threshold

BASE LEG

1. Reduce power to approx 3000 RPM and raise nose to maintain level flight.
2. Flaps set stage 1 once below V_{FE} (83 kts).
3. Maintain level flight and allow speed to reduce to 60 – 65 kts.
4. Plan descent, (glide or powered) to approx 600 – 700' before BASE to FINAL turn.

FINAL

1. Make FINAL call.
2. Power – as required for approach type.
3. Speed – 50 – 55 kts or as required for glide, (flap limiting speed of 83kts.)
4. Flaps – SET stage 2 as required once field is assured.
5. At 200' Clear to land, stable approach? ***Be prepared to GO AROUND if in any doubt!***
6. 45 – 50 kts over threshold.
7. Fully held off landing, with a nose high attitude at minimum speed, subject to wind.
8. Keep nose-wheel off ground as long as possible!

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RUNWAY CLEAR CHECKS

1. Make runway vacated call.
2. Log landing time.
3. Log flight time from VSI.
4. Flaps – RETRACT (neutral).
5. Trim – Full slow.
6. Boost pump – OFF.
7. Landing Lights – OFF.
8. Oil flap – As required.
9. BRS – REPLACE safety pin.

PRE SHUTDOWN

1. Brakes – ON (Log time)
2. Power switches – ALL (EXCEPT STROBES!) OFF.
3. Magneto – CHECK at 2000 RPM.

SHUTDOWN

1. Magneto – 1 OFF at 2000 RPM.
2. Throttle to Idle, magneto – 2 OFF, at minimum revs, do not sustain low revs.
3. Strobes – OFF.
4. “Low Fuel Warning Lamp” – TEST.
5. Hobbs meter reading – RECORD.
6. Master switch – OFF, remove key.
7. Return keys, do not put in your pocket!!!
8. BRS – DOUBLE CHECK safety pin is securely in place.
9. Secure aircraft facing into wind.
10. Secure controls as required.

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FORCED LANDING SHUTDOWN

- T** Throttle closed
- I** Ignition (magnetos) OFF
- F** Fuel OFF
- F** Flaps DEPLOYED
- S** Security, Harnesses Hatches

EXTREME MANOEUVRE

- H** Height sufficient
- A** Airframe (Flaps and trim set)
- S** Security and loose items
- E** Engine Temps and Pressures
- L** Location (ABC)
- L** Lookout